KODIAK

LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base
Hard-surfaced runways 1500 ft. to 8069 ft. in length
Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.
Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.
All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value
Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected
Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult Supplement Alaska for service availability at airports with hard-surfaced runways greater than 8069 ft.
Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.
FSS — NO SVFR — FAR 91 — Location Identifier — ICAO Location Indicator shown outside contiguous U.S.
Runways with Right Traffic Patterns (public use) — RP 23, 34
RP * Special conditions exist - see Supplement Alaska.
VFR Advsy 125.0 — UNICOM
WX CAM — Weather Camera (AK)
AOE — Airport of Entry
FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
C - Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement Alaska.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface
Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.
Total mileage between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV Routes are indicated by center line.
RNAV waypoint and name
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
Alert Area and MOA - Military Operations Area
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
MTR - Military Training Route

COMMUNICATION BOXES

Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
A - ASOS/AWOS
H - HIWAS
T - TWEB
FSS radio providing voice communication
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
Certain FSSs provide Airport Advisory Service, see Supplement Alaska.
R - Receive only
Frequencies above this line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement Alaska for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)
VORTAC — NDB - DME
VOR-DME
Other facilities, i.e., FSS Outlet, RCO, WX CAM (see Supp AK), etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL
Group Obstruction
Obstruction with high-intensity lights; may operate part-time.
2049 (1149) UC — Elevation of the top above mean sea level; Height above ground; Under construction or reported; position and elevation unverified
NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers
Railroad
Power Transmission Line
Aerial Cable
Landmark Feature - stadium, factory, school, golf course, etc.
Outdoor Theater
Lookout Tower 618 (Elevation Base of Tower)
Coast Guard Station
Race Track
Tank - water, oil or gas
Oil Well — Water Well
Mine or Quarry
Mountain Pass 11823 (Elevation of Pass)
(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)
Perennial Lake — Dams
Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

Isogonic Line (2005 VALUE)
Ultralight Activity — Flashing Light
Hang Glider Activity — Marine Light
Glider Operations
Parachute Jumping Area (See Supplement Alaska.)
VFR Waypoints (See Supplement Alaska for latitude/longitude.)

KODIAK
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

50 TH EDITION EFFECTIVE 0901Z 11 FEB 2010
TO 0901Z 10 FEB 2011

Includes airspace amendments effective 11 FEB 2010 and all other aeronautical data received by 17 DEC 2009

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section (online at www.naco.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:
DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 1000 feet
Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 foot interval

HIGHEST TERRAIN elevation is 10016 feet located at 60°02'N - 153°05'W

Spot elevation 4254
Approximate elevation .... x 3200
Doubtful locations are indicated by omission of the point locator (dot or "x")

CONVERSION OF ELEVATIONS

Published by the U.S. Department of Transportation
Federal Aviation Administration
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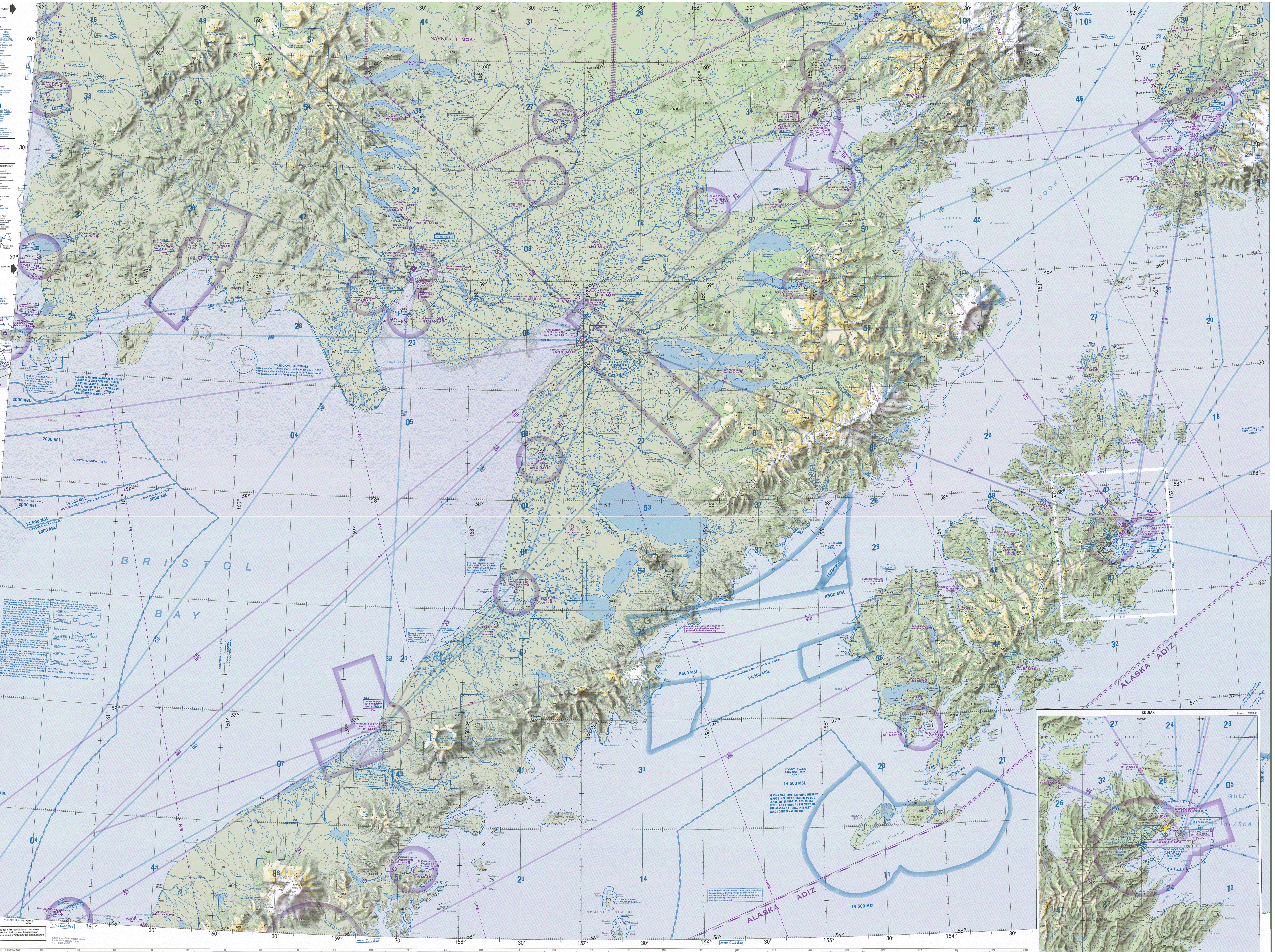
NSN 7641014100103
NGA REF. NO. SECXXKODIAK
EFF. DATE 10042

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

ATTENTION
THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).
Example: 12,500 feet .... 12^5



CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Entire area of this chart is within the ALASKA standard time + 9 (+8 DT) = UTC

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

NAUTICAL MILES / STATUTE MILES / KILOMETERS

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Charting Office
Distribution Division, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at www.naco.faa.gov
Email 9-AMC-Chartsales@faa.gov
Telephone 1-800-638-8972
Fax 301-436-6829
or any authorized FAA Chart Agent

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Telephone toll free at 1-800-626-3677, or email us at 9-AMC-Aerochart@faa.gov. Frequently asked questions (FAQs) are answered on our website at www.naco.faa.gov. Use of this form will hasten the processing of your information. Where delineation of data is required such information should be depicted clearly and accurately on a current chart, a replacement copy will be returned. Mail to: FAA, National Aeronautical Charting Office, ATO-W, SSMC-4, Sta. #2335, 1305 East West Highway, Silver Spring, MD 20910-3281.

Class G Airspace within the United States east of 160°W extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

CONTROL TOWER FREQUENCIES ON KODIAK SECTIONAL CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF local control frequency (ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF local control frequencies are listed. An asterisk (*) indicates the part-time tower frequency is remoted to a collocated full-time FSS for use as Airport Advisory Service (AAS) during hours the tower is closed. The primary VHF and UHF ground control frequencies are listed. Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are primary arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours. ASR and/or PAR indicate Radar Instrument Approach available. "MON-FRI" indicates Monday through Friday.

CONTROL TOWER	OPERATES	TWR FREQ	GND CON	ATIS	ASR/PAR
KING SALMON	0800-2000 1 AUG - 14 JUN; 0800-2200 15 JUN - 31 JUL	118.3 279.5	121.9	128.8	
KODIAK	0630-2000 1 OCT - 31 MAR; 0700-2200 1 APR - 30 SEP	119.8 239.0	121.9	135.5	

SPECIAL USE AIRSPACE ON KODIAK SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL - Flight Level
NO A/G - No air to ground communications.
Contact nearest FSS for information.
† Other times by NOTAM.
NOTAM - Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use Areas indicates the DoD NOTAM system.

U.S. P-PROHIBITED, R-RESTRICTED, W-WARNING, A-ALERT, MOA-MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
NAKNEK 1	3000 AGL	1000-1500 MON-FRI	ANCHORAGE CNTR	132.75 282.35
NAKNEK 2	3000 AGL	1000-1500 MON-FRI	ANCHORAGE CNTR	118.8 351.8

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times contact USAF SUAIS or FAA FSS, see SUAIS in Supplement Alaska.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-2 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

CAUTION: Before landing fixed-wing aircraft on the lands or waters within the boundaries of lands administered by the National Park Service (NPS) and U.S. Fish and Wildlife Service (FWS), pilots should check with the respective agencies for any closures that may be in effect. The landing of helicopters is prohibited on the lands and waters within the boundaries of the units administered by the NPS, FWS, and U.S. Forest Service (USFS) Wilderness areas. Contact information for all these areas in Alaska, see Supplement Alaska (Area Notices).

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of lands and waters administered by the NPS, FWS, or USFS Wilderness areas. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a canyon or valley.

Pilots are warned that it is unlawful at any altitude to use an aircraft to harass any wildlife (16 USC 742j-1; 50 CFR Part 19). Harass is defined to mean disturb, worry, molest, rally, concentrate, harry, chase, drive, herd or torment.

Alaska Maritime NWR - Homer, AK - (907) 235-6546
Alaska Peninsula/Becharof NWR - King Salmon, AK - (907) 246-3339
Kenai NWR - Soldotna, AK - (907) 262-7021
Kodiak NWR - Kodiak, AK - (907) 487-2600
Togiak NWR - Dillingham, AK - (907) 842-1063
Yukon Delta NWR - Bethel, AK - (907) 543-3151
Katmai National Park and Preserve - (907) 246-3305
Includes: Aniakchak National Monument
Lake Clark National Park and Preserve - (907) 781-2218 / (907) 644-3626 (Chief Ranger)
Kenai Fjords National Park - (907) 224-2132

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas, U.S. Forest Service areas.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

KODIAK

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